chiefly due to the larger provision made for the purchase of 'Salt'.

Forests and Tramway.—I cannot think of the two separately since the one serves only as a hand-maid to the other. It is for tapping the resources of the Forest Department alone that the Tramway was first introduced, and when the area tapped by the Tramway gets denuded, and when, instead of being a helpful agent, it becomes a drag on and a parasite of the other department, it is no doubt time to consider the ways and means of either mending or ending the system. The following will illustrate the general statements I made above.

		Revenue. Rs.	*Expenditure.* Rs.	*Surplus.* Rs.
1097	Forests	3,69,001	2,05,252	
	Tramway	16,958	1,60,697	
	Total	3,85,959	3,65,949	20,010
1098	Forests	4,53,793	2,37,850	
	Tramway	14,048	1,43,263	
	Total	4,67,841	3,81,113	86,728
1099	Forests	3,58,125	2,07,368	
	Tramway	10,382	1,48,158	
	Total	3,68,507	3,55,526	12,981
1100	Forests	4,75,633	2,03,163	
	Tramway	11,872	1,77,349	
	Total	4,87,505	3,80,512	1,06,993

I am afraid, it is these figures, that led some of the members to characterise the 'Tramway' as 'the white elephant' of the State during the last budget discussion. The Government are anxiously considering the whole question as also the ways and means of solving the vexed problem. Meanwhile, they propose to work the forests tapped by the Tramway intensively in the next two or three years so that all the available timber that can be brought down by the Tramway may be so transported, and hence the larger provision under 'Forests' for 1102 (Rs. 2,04,600) as against the revised estimate of Rs. 1,99,300. While giving sufficient work for the Tramway, this would at the same time bring in more revenue to the Forest Department. Under 'Tramway' we do not propose to spend anything for the coming year except for its bare maintenance.

General Administration.—The General Administration budget is up by Rs. 6,900. This is mainly due to the larger

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